

COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

05-04-01

Although I have been unable to attend hearings on the U.S. Route 67 Expressway Design Study, I feel compelled to comment after reading the information presented in the July 2001 US 67 Express. The alignment of this proposed highway is of great interest to me because I was born and grew up in Morgan County and remain a property owner in the affected area.

The primary determining factor, it seems to me, is cost.

Based on your "Comparison of Alternative Alignments" on page 5 of the above publication, the following seem clear:

- > Alternative A is shorter.
- > Alternative A is less expensive.
- > Alternative A requires less right-of-way and fewer total affected farms.
- > Alternative A requires 75% fewer residential/farm displacements, and half of the "other structure" displacements.

A cost savings of \$40 million dollars in taxpayers' money, as shown in your presentation, says it all. You've made the case! *Yes*

U.S. 67 EXPRESSWAY DESIGN STUDY

REC'D DIST. 6
AUG 13 2001
STUDIES & PLANS

Name: *Frederick Schmitt Whiting*
Affiliation: *50% owner Metz Whiting Thermal*
Address: *2719 Eastwood Ave.
Barnesboro, IL 60201-1519*

Please fold, tape, and mail. No envelope or postage is necessary.

COMMENT FORM

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Dear Sirs

Concerning US 67 Alignment Alternative A, there is a field road called Bush School road in T17N-R12W in Sec 12 which runs east-west across the railroad tracks to get to our farm in Sec 12 and Sec 13. This is the only way to the farm with heavy equipment. There is an irrigation system on this farm. The system runs along the railroad tracks. It is a siphon system and a buried wire guides it. The wire and the system would have to be moved to the west and we wouldn't be able to winter as many acres. I will also have a tract of land that will be land locked.

U.S. 67 EXPRESSWAY DESIGN STUDY

REC'D DIST. 6
AUG 13 2001
STUDIES & PLANS

Name: *David Nordmark*
Affiliation: *Landowner*
Address: *8570 St. Louis Drive
Barnesboro, Ill. 62618*

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We hope the new 67 road project use Alternative E. The other Alternative makes us be one of the 48 covered farms. Only recently we were able to put up grain storage large enough to store the grain raised on this farm. We did this just before we learned the new project might go through our farm. If Alternative A is used, it will go diagonally through the best part of our farm, leaving us with 3 small 3-cornered patches which not produce enough to make it all the storage we have. Then our storage bin will be for nothing. Everyone knows you have to see a bed for at least 30 years before they pay off, especially with the depressed grain market the last few years. It seems a good road will still need to be maintained going west for years.

going to the River with grain over time it will be less expensive to maintain the one road if they use Alternative E. Thank you,
Mr. & Mrs. John Crawford

REC'D DIST. 6
AUG 13 2001
STUDIES & PLANS

Name: *John E. & Ellen M. Crawford*
Affiliation: *Own good farm around which Alternative A will go diagonally through the best part*
Address: *2375 Concord-Cranberry Rd
Cranberry, IL 62611 You are located 1 mi. north of Dupia School*

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I am a farmer of the U.S. Route 67 Expressway being located as described under Alternative E to Beardstown from Jacksonville. It would be very beneficial to Mercedes, Versailles, and Mt. Sterling to have access to a 4-lane highway due to the large volume of large trucks on a daily basis (Notable Starch, CTPS, David Meyer Asphalt, Dot Foods, Chinards, etc). Our area has been "forgotten" for too many years. In comparing the impacts of Alternative E and A, that in itself shows the strengths and virtues of Alternative E and the total cost (Jacksonville to Beardstown) is really not a factor. It would create economic growth to western Illinois due to the Illinois River. Please consider strongly Alternative E - Jacksonville to Beardstown as you decide the pros and cons. Thank you.

Name: *Donna J. Rogers*
Affiliation: *An area resident for 41 years*
Address: *549 Morgan Cass County, Ind Rd
Mercedon
Illinois 62665*

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August 14, 2001

REC'D DIST. 6

AUG 14 2001

STUDIES & PLANS

August 10, 2001

I am in favor of U.S. Corridor 67 Alternative A.

I believe the traffic count on the existing Arenzville-Concord blacktop proves that the general public would like to have the shortest route possible between Beardstown and Jacksonville.

I also believe the \$40 million cost difference is worth going the shorter route.

Pat Cooper

Pat Cooper
#37 Greentree St.
Beardstown, IL 62618

Address: #37 Greentree St.
Beardstown, IL 62618

Please fold, tape, and mail. No envelope or postage is necessary.

I am 68 years old and have lived in the Village of Arenzville all of my life except for college days and a two year tour of the Army.

Since June of '57, I have served the Arenzville area as an insurance broker. I can recall the many auto accidents that occurred on the Arenzville-Concord Road. Unless Alternate "A" is chosen as the route, the traffic count on this heavily traveled county road will not change. Local traffic (Jacksonville-Beardstown) will not change! Why would one want to travel an additional four miles and then not have direct access to the Excel plant. Relieving the traffic with Alternate "A" would also provide much safer traveling for our students at Triopia.

Morgan County Commissioners have favored "E". Do they realize the additional expense of maintaining the Arenzville-Concord Road if "E" becomes the route? Just check the existing traffic counts for route 67-104 from Meredosia to Beardstown and compare this with the county roads between Beardstown and the Arenzville-Concord turn-off on 67-104. It tells you that local traffic does and will always travel this way if "E" becomes a reality.

I am now serving my second term as trustee to the Village of Arenzville. The mayor asked for the trustees to endorse "E". All trustees were present with five endorsing "A" and one voting present. At the village board meeting on August 6th, this was re-confirmed with the understanding that this information would be sent to IDOT.

A problem that could perhaps be solved by Alternate "A" for the village would be Main Street. At present, the Arenzville-Concord Road as well as the Beardstown-Arenzville Road are classified as Class III roads. Each stop with this classification at the village limits. This creates a burden on the village to provide a street to handle the heavy trucks. When our motor fuel tax brings in \$10,000 to \$12,000 per year, how can we afford \$100,000 plus to bring it up to these standards? If Alternate "E" is chosen, our Excel traffic will still be here!

AUG-14-01 02:14 PM WESSLER BROS. AGENCY

217 997 5970

P. 03

Summing it up, the reasons for "A" over "E" are:

1. \$40,000,000 less money.
2. There are far more vehicles using the Concord-Arenzville Rd than there is truck traffic between Jacksonville and Meredosia (a concern of Morgan County Commissioners).
3. There is a greater potential to increase train usage with "A" than there is to increase river traffic with "E" due to the closeness to the railroad.
4. It is more important to keep from displacing people from private homes than to inconvenience a few number of farmers.
5. You will have four more miles plus additional access road to maintain if you choose "E".
6. The additional four miles of Alternate "E" equates to eight miles of two-lane highways. This represents over 60% of the savings that some had pointed out as an additional expense to the upkeep of 100-67 between Meredosia and Beardstown if "A" was chosen. Throw in the additional expense that the county could possibly have in the Concord-Arenzville Rd, and this is a savings wipe out.

So, throwing all the pressures aside, get down to usage, potentials and costs, Alternate "A" will be your choice.

Sincerely,

Don E. Wessler
Don E. Wessler

If you have questions, comments, or opinions related to this study, please complete this comment form.

I prefer (please circle one): ☐ A Alignment ☒ E Alignment

you will be taking out one water supply to the home

REC'D DIST. 6
AUG 14 2001
STUDIES & PLANS

Name: John E. Wessler
Affiliation: Land owner
Address: 81 5th Street Rd.
Meredosia, IL 62667

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COMMENT FORM

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Aug 11-2001

The fuel Rd 67 from Jacksonville to Mendocino should follow alternate route E because the much valuable farming ground will be destroyed near Concord and several farms will be split making a hardship for access to the fields.
The route near Lompia school will cause many bus problems for the district.
You will have to keep up existing Rt 67-104 in gulches because of heavy trucks traffic around Mendocino. Why not make it four lanes.

U.S. 67 EXPRESSWAY DESIGN STUDY

REC'D DIST. 6
AUG 14 2001
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Name: Robert & Mary Kucher
Affiliation: Retired farmer - owner
Address: 186 Concord Ave, Jacksonville, CA 95962

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COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

I prefer (please circle one): A Alignment B Alignment

To Whom it may concern
We have a concern about the new highway crossing our property. According to the plans we have seen the road will be close to our well. It is a 25 ft dug well, our only supply of water to the house on a few cattle, during the spring and fall milking season. I've lived on this property for over 54 years and the well has never ran dry. What will happen to the water table? the closeness of the highway, the construction, digging, and

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Name: Jimmie B. Haskell
Affiliation:
Address: 9800 SUS Hwy 67
Mendocino CA 94645

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COMMENT FORM

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I prefer (please circle one): A Alignment B Alignment

All of Azusa does not agree with the idea of not wanting the highway near us. It would enhance our schools and community. It disrupts less land farms and people. It costs less and by far makes the most sense. Would not it be embarrassing if the road is built to go near Mendocino and the daily traffic all turn off at the junction at Concord.

U.S. 67 EXPRESSWAY DESIGN STUDY

REC'D DIST. 6
AUG 14 2001
STUDIES & PLANS

Name: Tom Boudis
Affiliation: Landowner/business owner
Address: 797 Azusa Blvd, Azusa, CA 91701

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COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

As a citizen of West Central Illinois and a frequent user of Rt. 67, I would like to express my opinions on the issue of Corridor 67. Just this week, the front page of the Jacksonville Journal has an article that very plainly spelled out the advantages of Alternative E, which would follow more of the current path of Rt. 67. The Mason County Commission unanimously approved this route and I strongly agree. Mason County has vital industries that are tied to the economic well being of not only Mendocino, but also the entire area. With increased traffic could benefit Appleton, Corral, Mendocino and the rest of the area would be greatly affected. I am a business owner. My business would drop at least a little, but other businesses might find it hard to survive a decrease in

U.S. 67 EXPRESSWAY DESIGN STUDY

REC'D DIST. 6
AUG 14 2001
STUDIES & PLANS

Name: JESSIE GREGORY
Affiliation:
Address: 865 MAIN ST. MENDOCINO, CA 94645

Please fold, tape, and mail. No envelope or postage is necessary.

If you have questions, comments, or opinions related to this study, please complete this comment form.

I prefer (please circle one): A Alignment E Alignment

The reason I prefer "E Alignment" is because that area has already been disrupted by the existing route. The wooded bluff area southwest of Arenzville is one of the few remote areas left in this area and I would hate to see a four lane highway built there. Another benefit to "E Alignment" is the high amount of semi-truck traffic in the Meredosia area, which I'm sure you are aware of. This area is a sort of hub for truck traffic within routes 67, 100, and 104 coming together here, not to mention I72 within ten miles. There is also a lot of traffic to the river at Meredosia with Cargill, the Meredosia Terminals, and National Starch.

I do not own or farm any land that would be affected by either alignment so that has no bearing on my preference. I just don't like to see major development in such remote places as "E Alignment" southwest of Arenzville.

- The cost of Alternative A would be much higher in the long run. Maintaining the existing 67 and upgrading the blacktop road between Arenzville and Meredosia would be a constant issue. Maintenance would be high because of the truck traffic that would utilize those roads on a daily basis.

It is vital to Meredosia and is significant to the present and future transportation needs of that area to keep Route 67 at the existing alignment. It will maximize the potential economic growth for any future development as well as help keep the industry that is already secure in the community.

Thank you for holding the public meetings and considering the public comments. I realize the Plans and Studies Engineers of the Department of Transportation have worked hard on this project. "Thank you" to everyone!

Sincerely,

Sheila Duesterhaus

Sheila Duesterhaus
#9 Merrygrove Drive
Jacksonville, IL 62650

Nobody wants the road going through their property, but it has to go somewhere. I'm glad I don't have to make the decision of "A" or "E".

"One of the biggest complaints is 'when will they make a decision?' Regardless of which route is chosen, the people need to be informed as soon as possible. This road will have a major impact on many people. Once they know which route is chosen, then you should give us some idea of when construction will begin and where it will begin, even if it's 5, 10, or 15 years away."

I apologize for the poor penmanship - I should have taken this home and typed it! Thank you for the time and consideration.

Paul Mueller

Name: Paul Mueller

Affiliation:

Address: 1835 Shady Lane
Jacksonville, IL 62650

REC'D DIST. 6
AUG 14 2001
STUDIES & PLANS

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August 13, 2001

REC'D DIST. 6
AUG 16 2001
STUDIES & PLANS

Victor A. Modeer, Jr., District Engineer
Division Of Highways/District 6
Illinois Department of Transportation
126 East Ash Street
Springfield, IL 62704-9822

RE: CORRIDOR 67 JACKSONVILLE - BEARDSTOWN ALIGNMENT

I would like to take this opportunity to urge you to adopt Corridor E alternative for the US 67 Expressway from Beardstown to Jacksonville. Listed below are a few of the important reasons.

- The existing Route 67 is a vital transportation link to business and industry to Meredosia, Illinois.
- In Morgan County, Meredosia is second only to Jacksonville for industrial development. All of the businesses listed below have heavy daily transportation in and out of their facilities. The advantage of an interstate to these existing industrial businesses is important for retention of their present needs and expansion for future development.

National Starch and Chemical Company is an international company with a recent \$22.5 million plant addition and an employee base of over 200 employees.

Ameren/CIPS has a power plant at Meredosia employing over 100 people.

Other businesses include Cargill, Inc., Bader Agriculture, IMC Agri Business, Meredosia Terminal, and T.A. Terminal.

- A Port Authority has been discussed for an area between Beardstown and Naples. Having Corridor 67 close to Meredosia for any site along the river is important not only for the area, but for the State of Illinois.
- Jacksonville Area Economic Development Council, Ameren CIPS, Norfolk/Southern Railroad, National Starch & Chemical Company along with the Village Board of Meredosia has been in discussion for future growth of an industrial area south of Meredosia. Corridor 67 would aid these future development efforts.
- Industrial development in and around Meredosia would not take prime farm land out of production. Economic development, including the road improvements along the Concord/Arenzville route will have a more negative impact on productive land.

August 13, 2001

Governor George H. Ryan
207 Statehouse
Springfield, IL 62706

RE: CORRIDOR 67 JACKSONVILLE - BEARDSTOWN ALIGNMENT

Dear Governor Ryan:

Before a final decision is made I am asking you to use your influence to urge the Illinois Department of Transportation to adopt Corridor E Alternative for the US 67 Expressway. The existing Route 67 is a vital transportation link to business and industry to Meredosia, Illinois.

Meredosia is a very small village on the Illinois River with a unique situation. Unlike many communities the same size - Meredosia has industry! At one time the industry that settled on the banks of the Illinois River at Meredosia used the river for their transportation needs but that is no longer the case. Roads leading into the Meredosia area are now the prime link to our industry's transportation needs.

In the past five years Meredosia has gained a second convenience store and now has two banks. The community is growing. The advantage of an interstate to the existing industry and businesses is significant for their retention and their future and therefore very important to the economic stability of Meredosia. I urge you to discuss with IDOT and consider the present route the most practical of the alternatives.

Listed below are a few of the important reasons.

- The existing Route 67 is a vital transportation link to business and industry to Meredosia, Illinois.
- In Morgan County, Meredosia is second only to Jacksonville for industrial development. All of the business listed below have heavy daily transportation in and out of their facilities. The advantage of an interstate to these existing industrial businesses is important for retention of their present needs and expansion for future development.

National Starch and Chemical Company is an international company with a recent \$22.5 million plant addition and an employee base of over 200 employees.

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COMMENT FOR

REC'D DIST. 6

AUG 20 2001

U.S. 67 EXPRESSWAY DESIGN STUDY

If you have questions, comments, or opinions related to this study, please complete this comment form.

Dear Mr. Modest: August 17, 2001

I am writing in support of Alternative A as the corridor to be chosen for Corridor 67 between Jacksonville and Beardstown.

The "Impacts" shown in the Comparison of Alternative Alignments contained in Issue No. 5 of "67 Express" seem to make Alternative A the preferred choice in all categories except the area of environment and the number of severed farms. The environmental impact between the two alternatives, however, does not appear to be all that disproportionate, and when you compare the number of severed farms under Alternative E with the number of displacements, particularly residential displacements that result with Alternative E, Alternative A looks even better.

I know the argument is being made that Alternative E will have a greater economic impact and will eventually result in less cost for maintenance of existing Routes 100 and 67. As to the economic impact, I have been told that traffic

count on the Concord-Arenzville-Beardstown road is significantly higher than that on existing Routes 100 and 67. And, it being my understanding that with the choice of Alternative A, Routes 100 and 67 continue to be maintained and with the choice of Alternative E, the Concord-Arenzville-Beardstown road continues to be maintained, it seems specious and disingenuous to argue that one or another alternative is favored.

If the goal is to move people and merchandise the shortest possible distance in the fastest time, at the least cost and with the least disruption of lifestyles, Alternative A seems to be the way.

Name: Marc Dahman
Affiliation: Lawyer
Address: #1A West Central Park Plaza
Jacksonville, Illinois 62650

Please fold, tape, and mail. No envelope or postage is necessary.

Sincerely,

Shelia D. Dauterhaus
#9 Marygrove Drive
Jacksonville, IL 62650

Thank you for your time. I would appreciate any consideration you could give to this issue.

It is vital to Meredosia and is significant to the present and future transportation needs of that area to keep Route 67 at the existing alignment. It will maximize the potential economic growth for any future development as well as help keep the industry that is already secure in the community.

The cost of Alternative A would be much higher in the long run. Maintaining the existing 67 and upgrading the blacktop road between Arenzville and Meredosia would be a constant issue. Maintenance would be high because of the truck traffic that would utilize those roads on a daily basis.

Industrial development in and around Meredosia would not take prime farm land out of production. Economic development, including the road improvements along the Concord/Arenzville route will have a more negative impact on productive land.

Industrial development in and around Meredosia would not take prime farm land out of production. Economic development, including the road improvements along the Concord/Arenzville route will have a more negative impact on productive land.

A Port Authority has been discussed for an area between Beardstown and Naples. Having Corridor 67 close to Meredosia for any site along the river is important not only for the area, but for the State of Illinois.

Ameren/CIPS has a power plant at Meredosia employing over 100 people. Other businesses include Capill, Inc., Bader Agriculture, IMC Agri Business, Meredosia Terminal, and T.A. Terminal.

COMMENT FORM

U.S. 67 EXPRESSWAY DESIGN STUDY

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I prefer (please circle one): A Alignment E Alignment

The 67 four way bypass around Rushville will cut one farm into diagonally reducing the value drastically and as presented at public hearing will leave us with no access at all to at least two parcels of land.

We now have a concrete crossing at Ryan branch with a drain for livestock waste that gives access to south side of farm. This will be destroyed along with tile outlets etc.

These and other problems will need to be addressed

The access problem could easily be solved by extending the Ryan branch culvert and making farm crossings on each side of ROW and making an entrance on north east corner of farm.



REC'D DIST. 6

AUG 20 2001

STUDIES & PLANS

Name: Phillip Schialone, Janette Schialone
Affiliation: Owners
Address: RR1 B43M
Rushville, IL 62681

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COMMENT FORM

U.S. 67 EXPRESSWAY DESIGN STUDY

If you have questions, comments, or opinions related to this study, please complete this comment form.

I prefer (please circle one): A Alignment E Alignment

This is shorter, less expensive and better. It will cause many short-term disruptions but be good in the long run.

REC'D DIST. 6

AUG 15 2001

STUDIES & PLANS

Name: Pastor John Rothfusz
Affiliation: Astor St. Peter's Lutheran Church
Address: 9876 St. Peter's Rd
Arenzville, IL 62611-3090

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COMMENT FORM

U.S. 67 EXPRESSWAY DESIGN STUDY

If you have questions, comments, or opinions related to this study, please complete this comment form.

5/15/01

It is our opinion after looking at the maps of your proposed routes
1. Alternative A would be the shortest and \$40,000 less expensive
2. The plan affects few farms and displaces fewer residential

There is no way that Mendota would ever benefit the \$40 million more by using Alternative E rather than Alternative A.

Save the taxpayer money use Alternative A

Name: Ray C. Bales
Affiliation:
Address: Beardstown

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REC'D DIST. 6
AUG 22 2001
STUDIES & PLANS

COMMENT FORM

U.S. 67 EXPRESSWAY DESIGN STUDY

If you have questions, comments, or opinions related to this study, please complete this comment form.

When making safety a top priority, then an argument can be made for corridor "A" being the most feasible. Safety of farmers moving large equipment must be a consideration. If corridor "A" was constructed, then the existing Arenzville-Concord road could be utilized by farmers. The same can not be said about the corridor "E" location: all farm equipment would be moving over the new 4-lane highway.

Corridor "E" being 4.5 miles longer has a big disadvantage when one multiplies gallons of gas consumed, times the average number of vehicles using the road per day, since saving energy is of utmost concern.

The way we see it, Meredosia would not benefit a lot from corridor "E" because additional industries would not choose to locate there because of the flood plain.

When we think of people's houses being destroyed, we think the route that disturbs the least number of people should be the route chosen.

One of the talking points in early discussions was to choose a location to route the heavy traffic off of the

Arenzville-Concord road, well, corridor "E" would not do that.

In our case, neither route would effect our home-stand, but we would loose acreage and our irrigation system would have to be shortened making the circle smaller and thus irrigating less acres. So in our opinion we think corridor "A" makes the most sense.

Finally, the State of Illinois should build the road where it does the most good for the most people in Illinois and neighboring states, not just a few people in a specific area. Fifty years from now we hope people will say "wise choice".

REC'D DIST. 6
AUG 22 2001
STUDIES & PLANS

Name: Earl & Diana Loucks
Affiliation: Landowners
Address: P.O. Box 178
Chapin, IL 62628

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COMMENT FORM

U.S. 67 EXPRESSWAY DESIGN STUDY

If you have questions, comments, or opinions related to this study, please complete this comment form.

THE BROWN COUNTY DEVELOPMENT CORPORATION OF MT. STERLING, IL WOULD LIKE TO RECOMMEND ALTERNATE E. WE BELIEVE THAT ALTERNATE E WOULD BE MORE ADVANTAGEOUS TO BROWN COUNTY.

BROWN COUNTY IS THE CORPORATE OFFICE OF DOT FOODS, INC THE LARGEST FOOD DISTRIBUTION COMPANY IN THE UNITED STATES. DOT FOODS HAS OVER 350 SEMI TRAILERS THAT ARE IN SERVICE THROUGHOUT ALL 48 MAINLAND STATES. BEING EIGHT MILES CLOSER TO THE FOUR-LANE HIGHWAY AT MERDOSIA WOULD BE A BIG BOOST FOR FARM ECONOMY

Name: Gary H. Dunn
Affiliation: Brown County Development Corp.
Address: 5 Garzer Creek
Mt Sterling, IL 62553

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AUG 22 2001
STUDIES & PLANS

COMMENT FORM

U.S. 67 EXPRESSWAY DESIGN STUDY

If you have questions, comments, or opinions related to this study, please complete this comment form.

I prefer (please circle one): A Alignment ☒ E Alignment

I WOULD LIKE TO SEE AN INTERSECTION COMING INTO THE 6th STREET ENTRANCE INTO BEARSTOWN. IT (6th STREET) IS A MAJOR TRUCK ROUTE INTO THE CITY OF BEARSTOWN.

Name: BRIAN RUCH
Affiliation: CITY OF BEARSTOWN
Address: 1317 E 5th
BEARSTOWN, IL 62619

Please fold, tape, and mail. No envelope or postage is necessary.

REC'D DIST. 6
AUG 22 2001
STUDIES & PLANS

Have questions, comments, or opinions related to this study, complete this comment form.

REC'D DIST. 8

AUG 2 2 00 PM

STUDIES & PLANS

I prefer (please circle one):

A Alignment

I wrote in after the last public hearing in Beardstown. I felt that alignment 'A' was better than 'E' and I feel even more strongly now that 'A' is better.

My concern is that alignment 'E' would adversely affect the local economy, that of Cass and Morgan counties.

There is just too much traffic than currently now, and alignment 'E' would probably make that situation worse. More trucks and cars would cut through to save the extra 5 miles created by alignment 'E'.

The traffic situation past Tripp school is too heavy for the 2 lanes there now. A 4 lane highway just east of Tripp would solve this situation which is now unsafe.

The local economy would benefit greatly from alignment 'A'. The highway would spur development in this area.

Alignment 'E' reminds me of township roads years ago that went from house to house instead of in straight lines, it is short sighted expensive & takes too many acres of good soil as well as turning down

Name: Stanley W. Stock
Affiliation: Postal Service - rural carrier
Address: 101 W. Main St.
Arenzville, IL 62611

Please fold, tape, and mail. No envelope or postage is necessary.

Serving the heart of Lincoln-Douglas County since April 24, 1880

JOURNAL-COURIER

THURSDAY
MORGAN

Morgan board prefers river route

Commissioners want Corridor 67 to travel by Doan

After the closing of several meetings, the Morgan County Board of Commissioners Monday night voted on the location of Corridor 67 through the county.

The commissioners unanimously voted to recommend to DOT that it would like to see Corridor 67 go for the plan which shows the highway along the Illinois River by Mendota.

The other option, Alternative B, which would take the highway through the center of the county, was rejected.

The big issue, according to the commissioners, was going to be "bureaucracy" and "bureaucracy" will get a lot of work done in Morgan County.

The project is a 2.5 mile plan to upgrade U.S. 67 to a four lane expressway between the town of Mendota and the town of Beardstown.

The project is a 2.5 mile plan to upgrade U.S. 67 to a four lane expressway between the town of Mendota and the town of Beardstown.

BOARD: Hearings set for Wednesday and Thursday

The Morgan County Board of Commissioners will hold two public hearings on the proposed location of Corridor 67 through the county. The first hearing will be held on Wednesday, August 2, at 7:30 p.m. in the Morgan County Courthouse. The second hearing will be held on Thursday, August 3, at 7:30 p.m. in the Morgan County Courthouse. The board will also hold a closed session on August 3 to discuss the matter.



Sincerely,
Max Brookhouse
Frank Brown

I would also request maps of Exhibit three and four (3 & 4) of the Concord Tripp Road for my own information. These maps affect my farms and I would like to study them in more depth.

All in all, there will be more economic and safety benefits to selecting alignment "E" of U.S. 67.

Alignment "A", I feel, will jeopardize School District Unit #27, Tripp, with the higher speed traffic so close by. On top of that, the Tripp school busses will need to cross four (4) lanes of highway. This will be an accident waiting to happen.

I live on a Centennial Farm that will be split in half by alignment "A". I will need to haul grain at harvest time across four (4) lanes. A tractor and wagon will be a seating duck for high speed cars. Also, I will need to cross these same lanes moving machine to three (3) other farms.

Those communities, Jacksonville, Mendota and Beardstown have pointed out the truck traffic going to the Illinois River needs this route. Those communities also pointed out that the State of Illinois and even Springfield have salt in the winter from the Mendota community. It may cost more initially to construct the "E" Alignment, but the long pay out will be greater for everyone along this route. I have enclosed a newspaper clipping showing that the Morgan County Board of Commissioners feels and supports "E".

Alignment better serves the area.

Victor A. Mober Jr., District Engineer
Division of Highways/District 6
Illinois Department of Transportation
126 E. Ash St.
Springfield, IL 62704-9822

Dear Mr. Mober:

I wish to express my preference for "E" Alignment for U.S. 67 Expressway design study. It seems to me the projected average daily traffic and the current daily average already points out corridor "E" is best for all concerned.

REC'D DIST. 8
AUG 2 2 00 PM
STUDIES & PLANS

1942 Concord-Arenzville Road
Chaplin, IL 62628
August 21, 2001

Sirs:

Over time, I have understood and adjusted to the reality that as highway improvements are made, they bring advantages for some and disadvantages for others and it is human nature to wish the disadvantages to be "not in my yard". However, beyond that, I also note that resulting impacts are rather easily accommodated to by well resourced communities, but other more fragile communities are rather devastated by the demands of changes.

As a now retired, long term resident of "Corridor E", I am acutely aware of the longtime effort and persistent endeavor involved in creating the homes, farmsteads, and small businesses along that highway. The magnitude of the highway elevation and its embankments appear to seriously impact these now, and inhibit future accommodations.

William K. Mowbray
7868 US Hwy 67
Beardstown, IL

sent 8/28/01 VJW
Please send 50% reduction
of public hearing exhibits
in color.
Exhibits #8, #9, #10, & #11
of Alignment "E"
Exhibits #9 of
Alignment "A"
also this area

Sept. 22, 2001

Dear Sir/Madam:

I am writing in reference to the Bypass 67 Alternatives. Numerous threatened or endangered species could be impacted with Alternative A, along Arenzville Road. There would be many unknown impacts on the hydrology of this area.

If the bypass must be built, Alternative E appears to have the least amount of impact on threatened ecosystems.

Thank you for taking this under consideration.

Catherine A. Palm-Gessner

CATHERINE A. PALM-GESSNER
41 FLAG RD.
MACOMB, IL 61455

REC'D DIST. 8
SEP 6 2001
STUDIES & PLANS

U.S. 67 EXPRESSWAY DESIGN STUDY

REC'D DIST. 8
SEP 5 2001

STUDIES & PLANS

Name: Orval Lee Powell
Affiliation:
Address: 509 S Maple
Beardstown, IL 62082

Please fold, tape, and mail. No envelope or postage is necessary.

U.S. 67 EXPRESSWAY DESIGN STUDY

REC'D DIST. 8
SEP 5 2001

STUDIES & PLANS

Name: Orval Lee Powell
Affiliation: 509 S. MAPLE ST.
Address: Beardstown, IL 62082

Please fold, tape, and mail. No envelope or postage is necessary.

COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

Please see existing route of 215.
Route 67 to Route 200 at the
Meadow Lake Junction and on to
Beardstown & north to Macomb.
Alternative Route "E" is the best
choice in my opinion, as there
would be less land destroyed
especially the farm land, and leave
private property which would be
affected by alternative B in mind.
So "Please" use alternative
Route "E".
I thank you very much for
letting me give you my opinion
on this matter.

COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

I AM IN FAVOR OF ALTERNATIVE
ROUTE "E" WHICH FOLLOWS EXISTING
ROUTE 215, 67, BECAUSE IT WOULD
BE MORE FEASIBLE AND ALL YOU
WOULD HAVE TO DO, IS BUILD A LANE
ON THE SIDE OF THE EXISTING ROUTE
215, 67, AND NOT DESTROY MORE
FARM LAND, AND THE PROPERTY
OF THE CITIZENS ALONG ALTERNATIVE
ROUTE A, WHICH WOULD REQUIRE
PROPERTY FOR A LANE.
THE EXISTING ROUTE OF US 67,
WEST TO ROUTE 200 AT THE
MEADOW LAKE JUNCTION IS THE
BEST ROUTE, AND WOULD BE LESS
EXPENSIVE THAN ALTERNATIVE
ROUTE A.
THANK YOU VERY MUCH FOR
LETTING ME GIVE YOU MY
OPINION ON THE BEST ROUTE OF
US 67.

I have questions, comments, or opinions related to this study, please complete this comment form.

REC'D DIST. 6
SEP 5 2001
STUDIES & PLANS

I want to make a statement in support of Alternate A for the Corridor 67 Route from Beardstown to Jacksonville. I support this alternative in large part because of your statistics. It is the most direct route, will cost less to build, will displace fewer families and destroy fewer structures.

In the long term, Alternate A will save the citizens money in gas costs and travel time. This route will be especially valuable to those who commute to work from Beardstown to Jacksonville or Jacksonville to Beardstown. The shorter distance will save them considerable gas money, wear and tear on their automobiles, and time spent traveling. (Figuring 8 extra miles per day, 5 days per week, 50 weeks per year, the total extra mileage for their 1994 would be 2000 miles per year!) This does not include the movement of animals and products in and out of Excel, the meat packing plant in Beardstown. There are approximately 80 trucks hauling in to Excel and about 350 going out daily. Admittedly not every one of these trucks travel the Alternate A route, but many do. According to the Average Daily Traffic from your office, currently there is not a significant difference in the amount of traffic on Alternate E and Alternate A.

It has been argued that existing Route 67 will have to be maintained if Alternate A is selected and this "maintenance would minimize the savings" of choosing Alternate A.

In an inquiry with your office, I learned that the average annual cost of maintaining Route 67 from the Meredosia turn off to Beardstown over the past two years is \$15,000. At that rate, it would take 2,666 years to use \$40 million!

I do not understand why the people and businesses that commute, or frequently drive, to and from Beardstown/Jacksonville are not speaking up. As for me, I will continue to take the shortest route, Alternate A, even if Alternate E is selected. Until I receive documentation that it is more cost effective in the long run to build on the existing route, I will continue to support Alternate A. I think the Illinois Department of Transportation can find a better use for \$40 million. Part of this money is mine!

Name: Jelly Dahmon
Affiliation: Self-employed
Address: 1330 Parkerswood
Jacksonville, Ill 62650

Please fold, tape, and mail. No envelope or postage is necessary.

Comment Form

U.S. 67 EXPRESSWAY DESIGN STUDIES & PLANS

REC'D DIST. 6
SEP 5 2001
STUDIES & PLANS

I prefer E Alignment

I am a landowner holding the land in trust for future generations.

A press release on Governor George Ryan's statements at the opening of the final section of the US 67 Jacksonville Bypass noted "This bypass, and future improvements to US 67 throughout west-central Illinois will provide a safe, efficient and needed north-south highway link for peoples [and] businesses in this part of Illinois. An improved US 67 will help Jacksonville and other communities along the corridor retain existing businesses and attract new development. That will further open this region of the state to additional economic development."

For the area around Concord, Arenzville, Chapin, Bluffs, Meredosia, etc., agriculture is the most important sector of the economy. Agricultural commodities need transportation to markets, especially foreign markets, and Illinois River transportation is the most cost effective transportation. One of the major contributions of US 67 would be to provide access to elevators and other businesses relying on the Illinois River.

Farmers need to have ready access to the land which they are now farming. I plan to spend \$25,000 this fall to tile some of my fields so that the land will be drier in spring and fall to allow the farmer to get into the fields earlier for planting and harvesting. Would the new highway create any barriers to the normal movement of equipment on the farms next to A? Would this new highway now become the major factor on the farmer's determination of which fields would be planted and harvested early. Farmers on E would have established traffic patterns for the old road so they would not have to establish new patterns if the highway went through their farms.

Preservation of farmland is an important consideration. So the land to be used in creating additional highways should minimize the amount of new farmland that is used. Once the land is taken over by roads, it is very unlikely that it could be reclaimed in the future and be as productive as it is now.

Alternative E would require fewer new acres.

Alternative E would use more acres of the existing right-of-way,

Alternative E would require fewer acres of agricultural land.

Alternative E would have fewer severed farms (If the number of severed farms is based on recordings of the landowner several years ago, there could be fewer severed farms now as the number of landowners continues to be reduced every year.)

Alternative E would have fewer acres of Wetlands impacted, Natural Areas Impacted, and Threatened and Endangered Species

Residential displacements. If any of these are rental property, it could be the landowner might be glad to sell them to the Government instead of having to try and rent them.

Other structures. Do you know if the structures are being used actively or would the landowner be glad to replace with an updated structure, hence having a more effective operation?

This in regard to the Public Hearing Handout. At the bottom of page 2, it says A "no-build" alternative is also considered in the environmental document. Does that mean that another option is not to do anything to U.S. 67 between Jacksonville and Beardstown? If so, what are the arguments for that?

Since you were so thorough in the factors you considered, you probably thought of the following factors which have been important factors in other states.

What about the total costs each year of maintaining all of the roads involved in handling traffic between Beardstown and Jacksonville? If you use existing right-of-ways doesn't that mean that total future road maintenance costs for all of the roads would be less than if you added more right-of-ways?

Choosing between alternatives should not be based solely on which is cheaper but the benefits to citizens should be considered. One benefit would be to citizens to be measured by traffic projections for roads between Jacksonville and Beardstown. Would traffic be higher on one route or the other? If so, what would it be?

Citizens living along the rural roads who need transportation for jobs are perhaps adequately served by the present roads. A study of the volume of traffic on those roads, accidents on those roads, etc., could help determine their unmet needs. After all some of them consciously chose to live where they do

If non-agricultural economic development for Concord and Arenzville is important, those needs could be met more cheaply by using traditional economic development programs which would cost \$1,000 to \$30,000 per job created.

Thanks you for your thorough analysis of the factors to be considered in choosing between the Alternative Routes.

Jo Ann Aufdenkamp
Landowner (incorrectly listed as Joy A. Aufdenkamp in T16N, R11W around 1238 Base Line Road
address: 350 Miller Ave., DeKalb, IL 60115-2310
email: joann@niu.edu telephone: 815-758-4071

The Farm Manager is Robert H. Woodrow, Farm Manager, Bank One, Illinois, NA IL2-8281, Springfield, IL 62704-9266, 1-800-547-6675, Ext. 3251 Email: Robert.H.Woodrow@mail.bankone.com. I want to stay on your mailing list, but he is authorized to act on my behalf in any negotiations. We both attended your meeting in Beardstown.

August 31, 2001

Victor A. Modeer Jr, District Engineer
Division of Highways/District 6
Illinois Department of Transportation
126 E Ash St
Springfield, IL 62704-9822

Dear Sir:

I think IDOT does a fine job of designing roads and bridges, but I think that some of the numbers provided at the Aug. 9th Beardstown hearing are suspect, others, unsophisticated.

The numbers I consider to be suspect are the 2030 vehicle projections leaving Jacksonville to the west. Either Corridor A or Corridor E gets 17,400 vehicles/day. Doing nothing between the Beardstown bridges and the 67/Arenzville-Concord Rd intersection gets 11,300 vehicles/day. That's nonsense! Not completing this one small uncongested stretch of the Corridor 67 Expressway is not going to discourage 6,100 vehicles/day. Either little rational thought went into these numbers or the numbers were artfully inflated to justify constructing something.

The numbers I consider to be unsophisticated are the 2000 actual counts. I would have liked knowing how many of the 2,850 vehicles on Route 67/100 just south of Beardstown were traveling non-stop from Jacksonville to Beardstown or vice-versa.

The Arenzville/Concord Rd is the road of choice by most "locals" traveling between Jacksonville and Beardstown. It is a barely visible gray line on IDOT's free Illinois map, while the alternative route is the red line designated artery, U.S. Route 67. I wonder how many of these 2,850 vehicles/day would have switched to the Arenzville/Concord Rd if they realized it was the superior route. If 500 vehicles/day would have switched from 67/100 to the Arenzville/Concord Rd, Corridor E becomes an even more doubtful choice.

If the choice is Corridor A or Corridor E, Corridor A is the superior choice. Not only is it cheaper to build, it's over 20% cheaper to travel between Jacksonville and the Beardstown bridges. Corridor 67 is supposed to be an artery for Western Illinois, not a varicose vein that needlessly meanders.

Now for the cold water. By my amateurish return on investment calculations, the "A" option should be viewed as a rather low priority investment, perhaps the lowest and last priority for Corridor 67. When traffic volumes exceed the 2020 projections, the savings to the public in time saved will begin to justify the investment. Corridor "E's" miniscule advantage over the Arenzville/Concord Road might never justify its construction in my opinion.

I support the 2.6 mile extension to the Arenzville/Concord Rd to add two extra lanes to the artery. But the course between the southern end of the Arenzville/Concord Rd and the Beardstown bridges already has 4 lanes of artery, just split between two routes.

I recommend that steps be taken to enhance the Arenzville/Concord Rd's performance and visibility. Replace the stop signs in Concord and Arenzville with modern stoplights that favor through traffic. One possible way to increase the Arenzville/Concord Rd's visibility is to give it a new name - state route 467 comes to mind.

September 1, 2001

To Whom It May Concern:

This letter is in regard to the Corridor 67 proposals which I viewed the latest drawings on Thursday evening, August 9th, in Beardstown. I am not against either of these two proposals, but I do have some concern of which I would like to explain.

If Alternative A - the Arenzville/Concord road - is selected I will be personally involved (see Exhibit 6). The Huppe family farm which has been in the family for over 75 years will be affected as a barn and shed near the house will be destroyed. But more important than these buildings will be the fact that we will lose valuable farming ground which provides an income for myself along with my mother and my brother and his family. So this will change the lives of 3 families.

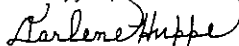
In addition to these problems I also have some concerns regarding the road that connects Arenzville to Triopia Junior Senior High School. Traffic would have to cross four lanes to go between Arenzville and the school. This would not only involve normal traffic but also school buses. I feel that this would indeed create a traffic hazard. If this proposal is selected, I would like to see an overpass built so that traffic would not have to cross the expressway.

The alternative E plan I feel would be a benefit to the businesses such as National Starch, CIPS, DOT Foods, and the Naples Elevator. Also the river draws a lot of attention for outdoor activities. The existing highway 67 would still have to be maintained because of the traffic to these businesses so the taxpayers would have the cost of keeping two roads in good condition.

If you would be so kind as to take in consideration my thoughts on this project, I would be deeply grateful. Naturally I would like to be able to keep our homestead in tact as much as possible. If I can be of further assistance by answering any questions that you may have, please feel free to contact me.

Thank you for all of your time and consideration in this manner.

Sincerely yours,



Darlene Huppe
1073 Arenzville Road
Arenzville, IL 62611
(217) 997-2106

REC'D DIST. 6
SEP 5 2001
STUDIES & PLANS

U.S. 67 EXPRESSWAY DESIGN STUDY

The politicians getting into this to keep it off of a couple of their supporters will be long gone by the time this road is in use. The road should be built where it best serve the purpose it was meant to accomplish.
I support alt. A. I think the best route is clearly alt. A.

REC'D DIST. 6
SEP 13 2001
STUDIES & PLANS

Name: Wanda Huppe
Affiliation: Area Resident
Address: 1144 9th St. E. E. E. 62639

Please fold, tape, and mail. No envelope or postage is necessary.

COMMENT FORM

If you have questions, comments, or opinions related to this study, please complete this comment form.

JACKSONVILLE TO BEADSTOWN
The 4.6 miles shorter alt. A is significant in time to the Minneapolis-Quad Cities through traffic with St. Louis, and subsequent use and development along the route. With 4.6 miles less 4 lane highway to maintain, fewer access roads to establish, and less cost of relocating utilities along the existing route.

Though the severed farms show greater on alt. A they are already severed on alt. E as the number of farms are greater on alt. E. I do not think severed farms are as important now as in the past because everyone farming are moving on the roads anyway from farm to farm.

The big consideration is the four times greater residents and farmsteads taken on alt. E. This involves homes of people and their families. Forced relocation can cause real trauma to families.